



Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain

WEEKLY HIGHLIGHTS

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December 28, 2006

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Grain Export Inspections Rise, Led by a Surge in Pacific Northwest (PNW) Exports

For the week ending December 21, 1.9 million metric tons (mt) of **wheat, corn, and soybeans** was inspected for export in U.S. ports, an increase of 13 percent from the previous week. Grain inspections in the PNW rose to 649,000 mt, up 107 percent from the previous week. **Mississippi and Texas Gulf inspections** decreased by 9 and 12 percent, respectively. According to industry reports, several days of dense fog and rain in the U.S. Gulf port region contributed to the decrease in grain inspections due to slower loading of ocean vessels.

Ocean Spread Continues to Increase, Tops \$14 per mt

As of December 26, the cost of shipping grains was \$53.44 per metric ton (mt) from the U.S. Gulf to Japan, and \$39.40 per mt from the PNW. The resulting spread—\$14.03—was 3 percent higher than the preceding week.

Barge Grain Shipments Decrease

For the week ending December 23, **barge grain shipments** totaled 768,000 tons, down 28 percent from last week and 2.5 percent from the 4-year average. The number of grain barges unloaded in New Orleans totaled 527, down 7 percent from the previous week. Upbound empty barges passing through Locks and Dam 27 also decreased significantly this week to 153 barges, down 64 percent from last week and represented 56 percent of upbound traffic.

Weekly Graincar Loadings Remain Strong

For the second consecutive week, **graincar loadings** were the strongest since October 14. U.S. railroads originated 24,633 carloads of grain during the week ending December 16, a 1.7 percent increase from the previous week, a 7.8 percent increase from the same week last year, and an 8.1 percent increase from the 3-year average. Rail traffic was also up from the same week last year for total carload traffic (3.8 percent), coal traffic (9.5 percent), and intermodal traffic (2.4 percent).

Snapshot by Sector

Fuel

For the week ending December 25, average U.S. **diesel fuel prices** decreased slightly to \$2.60 per gallon. Prices remain 6 percent above the same week in 2005.

River Status

From December 24-27, the St. Louis gage ranged between 5.6 and 7.4 feet. The Illinois River level is still high, but no major delays are reported.

Ocean

For the week ending December 21, 34 **U.S. Gulf grain vessels** were loaded in the previous seven days, about 29 percent less than a year ago. Fifty-eight vessels were due within the next 10 days.

Feature Article/Calendar

United States and Brazil Soybean Transportation Costs Increase During the Third Quarter. The cost of transporting soybeans from the United States and Brazil to Hamburg, Germany, and Shanghai, China, continued to

increase during the 3rd quarter of 2006.

Table	-Quarterly	costs of tra	insporting	g soybeans f	rom U.S.	and Brazil t	o Hambur	g, Germa	ny	
	2005	2006	2006	Percer	nt change	2005	2006	2006	Percer	t change
	3 rd qtr.	2 nd qtr.	3 rd qtr.	Yr. to Yr. Qt		3 rd qtr.	2 nd qtr.	3 rd qtr.	Yr. to Yr.Qt	r. to Qtr.
					United	States				
		Minneapol	is, MN				Davenpor	t, IA		
		\$/mt					\$/mt			
Truck	8.90	9.18	10.14	13.93	10.46	8.90	9.18	10.14	13.93	10.46
Barge	28.88	28.30	39.92	38.23	41.06	23.63	21.58	31.73	34.28	47.03
Ocean ¹	21.34	20.13	26.87	25.91	33.48	21.34	20.13	26.87	25.91	33.48
Total transportation ²	59.12	57.61	76.93	30.13	33.54	53.87	50.89	68.74	27.60	35.08
Farm Value ³	224.26	198.42	190.94	-14.86	-3.77	225.97	203.44	189.48	-16.15	-6.86
Landed Cost	283.38	256.03	267.87	-5.47	4.62	279.84	254.33	258.22	-7.73	1.53
Transport % of landed cost	20.86	22.50	28.72			19.25	20.01	26.62		
					Bra	azil				
		North	MT ⁴ - San	tos ⁵			South Go	0 ⁴ - Parana	ıgua⁵	
		\$/mt					\$/mt			
Truck	83.18	79.20	76.55	-7.97	-3.35	40.66	37.75	45.45	11.78	20.40
Ocean ⁶	44.54	36.91	50.24	12.80	36.11	43.54	35.91	49.24	13.09	37.12
Total transportation ²	127.72	116.11	126.79	-0.73	9.20	84.20	73.66	94.69	12.46	28.55
Farm Value 7	175.08	150.72	161.30	-7.87	7.02	188.26	175.49	185.73	-1.34	5.84
Landed Cost	302.80	266.83	288.09	-4.86	7.97	272.46	249.15	280.42	2.92	12.55
Transport % of landed cost	42.18	43.51	44.01			30.90	29.56	33.77		
Source: The Baltic Exchange; Exclu	des handling charg	es	•		·			•		

Total transportation costs of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg through the U.S. Gulf increased 34 and 35 percent, respectively (table 1). The costs of transporting soybeans from the same origins to Shanghai increased 30 and 31 percent (table 2). Increased transportation costs were due to increases in trucking, barge, and ocean shipping rates during the quarter. Increased trucking rates were partly due to higher fuel cost. Increases

in barge rates were caused by low water conditions and a greater demand for barge activity during the harvest period. Increased demand for bulk shipping was responsible for the rise in ocean rates (GTR, dated 11/2/2006).

The costs of shipping soybeans from North Mato Grosso (MT) and South Goiás (GO), Brazil to Hamburg increased 9 and 29 percent, respectively, during the 3rd quarter. The costs of shipping soybeans from the same origins to Shanghai increased 11 and 29 percent.

Year-to-year transport costs of shipping soybeans from Minneapolis and Davenport to Hamburg increased 30 and 28 percent, respectively, and the cost to Shanghai increased 25 and 22 percent. During the same period, the cost of shipping soybeans from North MT to Hamburg decreased 1 percent and the cost of shipping from South GO increased over 12 percent.

Despite the increase in transportation costs, the United States maintains a competitive edge in soybean shipments. In the United States, transportation's share of the

Table	2-Quarterly	y costs of tr	ransporti	ng soybeans	from U.S	. and Brazi	l to Shang	hai, China	ı	
	2005 3 rd qtr.	2006 2 nd qtr.	2006 3 rd qtr.	Percent o		2005 3 rd qtr.	2006 2 nd qtr.	2006 3 rd qtr.		t change Qtr. to Qtr.
					United	States				
		Mi	nneapolis,	MN			Dave	nport, IA		
		\$/mt					\$/mt			
Truck	8.90	9.18	10.14	13.93	10.46	8.90	9.18	10.14	13.93	10.46
Barge	28.88	28.30	39.92	38.23	41.06	23.63	21.58	31.73	34.28	47.03
Ocean ¹	38.38	35.52	44.88	16.94	26.35	38.38	35.52	44.88	16.94	26.35
Total transportation ²	76.16	73.00	94.94	24.66	30.05	70.91	66.28	86.75	22.34	30.88
Farm Value ³	224.26	198.42	190.94	-14.86	-3.77	225.97	203.44	189.48	-16.15	-6.86
Landed Cost	300.42	271.42	285.88	-4.84	5.33	296.88	269.72	276.23	-6.96	2.41
Transport % of landed cost	25.35	26.90	33.21			23.89	24.57	31.40		
•					Br	azil				
		North \$/mt	MT ⁴ - Sai	ntos ⁵			South	GO ⁴ - Para	nagua ⁵	
Truck	_8	79.20	76.55	_8	-3.35	_8	37.75	45.45	_8	20.40
Ocean ⁶	-	44.80	60.98	-	36.12	-	43.80	59.98	-	36.94
Total transportation ²	-	124.00	137.53	-	10.91	-	81.55	105.43	-	29.28
Farm Value 7	-	150.72	161.30	-	7.02	-	175.49	185.73	-	5.84
Landed Cost	-	274.72	298.83	-	8.78	-	257.04	291.16	-	13.27
Transport % of landed cost	-	45.14	46.02	•			31.73	36.21		
Source: The Bultic Exchange: 2Excluder	handling charges									

ource: The Baltic Exchange; ²Excludes handling charges

total landed cost of soybeans ranged from 27 to 29 percent for shipments to Hamburg, and 31 to 33 percent for shipments to Shanghai during the 3rd quarter. On the other hand, Brazil transportation costs represented 34 to 44 percent of the landed cost for shipments to Hamburg, and 36 to 46 percent for shipments to Shanghai. For more information on Brazil soybean transportation, visit

http://www.ams.usda.gov/tmdtsb/grain/Brazil%202006/Brazil2006.htm Surajudeen.Olowolayemo@usda.gov

⁴Producing regions: MT= Mato Grosso, GO = Goiás

Source: ESALO/ USP (University of São Paulo, Brazil) and USDA/AMS

Source: USDA/NASS

⁴Producing regions: MT= Mato Grosso, GO = Goiás

⁶Source: ESALO/ USP (University of São Paulo, Brazil) and USDA/AMS ⁷Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br ⁸Data not available for comparison

Grain Transportation Indicators

Table 1 **Grain Transport Cost Indicators**¹

	Truck	Rail ²	Barge	C	Ocean
Week ending				Gulf	Pacific
12/27/06	174	20	152	239	279
12/20/06	175	39	158	236	278

¹Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car);

barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)

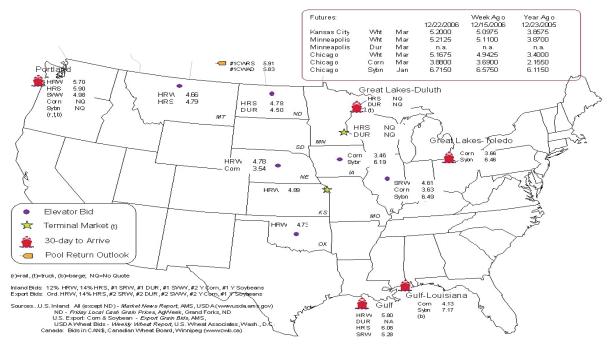
Tradition o parties	CON CINGUIS TO EMPORT CONTINUE	Ties Spiesses (4) Session)	
Commodity	OriginDestination	12/22/2006	12/15/2006
Corn	ILGulf	-0.50	-0.47
Corn	NEGulf	-0.59	-0.60
Soybean	IAGulf	-0.98	-1.06
HRW	KSGulf	-0.91	-0.92
HRS	NDPortland	-1.12	-1.12

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1 **Grain bid summary**



GTR 3 December 28, 2006

²The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Rail Transportation

Table 3

Rail Deliveries to Port (carloads)¹

	Mississippi		Cross-Border	Pacific	Atlantic &	
Week ending	Gulf ²	Texas Gulf	Mexico	Northwest	East Gulf	Total
12/20/2006 ^p	2,002	1,851	948	4,681	411	9,893
12/13/2006 ^r	2,119	2,321	1,305	4,747	726	11,218
2006 YTD	94,849	98,240	45,305	210,183	28,893	477,470
2005 YTD	49,551	98,073	59,735	220,167	15,424	442,950
2006 YTD as % of 2005 YTD	191	100	76	95	187	108
Last 4 weeks as % of 2005 ³	163	92	72	95	180	104
Last 4 weeks as % of 4-year avg. ³	n/a	117	64	112	146	n/a
Total 2005	50,696	99,079	61,151	224,079	15,690	450,695
Total 2004	41,957	93,500	58,843	208,334	10,957	407,143

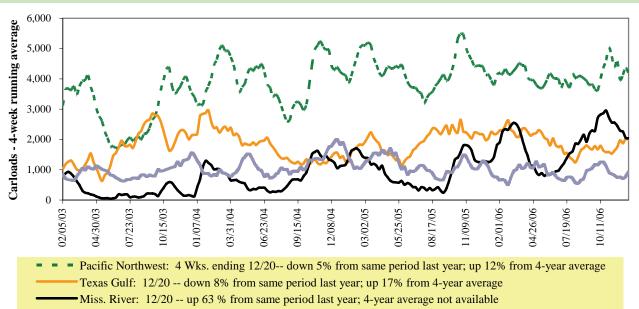
^TData is incomplete as it is voluntarily provided; ² Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; ³ Compared with same 4-weeks in 2005 and prior 4-year average; ⁴ Includes 53rd week.

YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 33 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2 **Rail Deliveries to Port**



Cross-border Mexico: 12/20 -- down 28% from same period last year; down 36% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

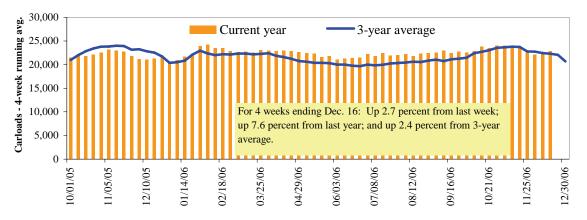
Table 4
Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

	E	Cast		West		U.S. total	Ca	nada
Week ending	CSXT	NS	BNSF	KCS	UP		CN	CP
12/16/06	3,564	3,392	11,281	421	5,975	24,633	5,704	5,462
This week last year	3,197	3,051	11,119	564	4,930	22,861	4,749	4,952
2006 YTD	158,212	162,824	496,089	27,308	290,917	1,135,350	249,182	230,221
2005 YTD	147,117	161,600	459,501	26,581	297,126	1,091,925	218,050	207,323
2006 YTD as % of 2005 YTD	108	101	108	103	98	104	114	111
Last 4 weeks as % of 2005 ¹	109	109	106	88	111	108	103	101
Last 4 weeks as % of 3-yr avg. ¹	109	97	108	77	95	102	102	104
Total 2005	152,060	167,465	476,033	27,459	307,170	1,130,187	225,817	215,145

As a percent of the same period in 2005 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3 **Total Weekly U.S. Class I Railroad Grain Car Loadings**



Source: Association of American Railroads

Rail Car Auction Offerings¹ (\$/car)²

Week ending				Deliver	y period			
12/23/2006	Jan-07	Jan-06	Feb-07	Feb-06	Mar-07	Mar-06	Apr-07	Apr-06
BNSF ³								
COT grain units	no offer	n/a	0	no offer	no bids	177	no offer	58
COT grain single-car ⁵	no offer	n/a	05	n/a	\$0	n/a	no offer	n/a
UP^4								
GCAS/Region 1	no bid	n/a	no bid	no offer				
GCAS/Region 2	no bid	n/a	no bid	no offer				

¹Auction offerings are for single-car and unit train shipments only.

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

Source: Transportation & Marketing Programs/AMS/USDA. n/a = not applicable

Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

²Average premium/discount to tariff, last auction

³BNSF - COT = Certificate of Transportation; N. grain and S. grain bids were combined effective the week ending 6/24/06.

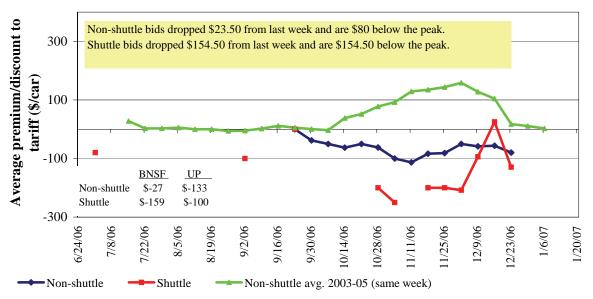
⁴UP - GCAS = Grain Car Allocation System

⁵Range is shown because average is not available. Not available = n/a.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Bids/Offers for Railcars to be Delivered in January 2007, Secondary Market

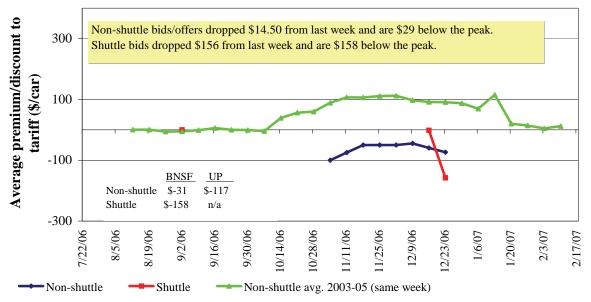


Non-shuttle bids include unit-train and single-car bids.

Excluded 2005 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5
Bids/Offers for Railcars to be Delivered in February 2007, Secondary Market



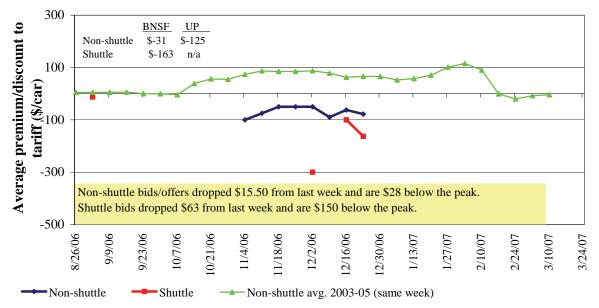
Non-shuttle bids include unit-train and single-car bids.

Excluded 2005 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in March 2007, Secondary Market



Non-shuttle bids include unit-train and single-car bids.

Excluded 2006 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6
Weekly Secondary Rail Car Market (\$/car)¹

Week ending			Delive	ry period		
12/23/2006	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07	May-07
Non-shuttle						
BNSF-GF	0	-27	-31	-31	n/a	n/a
Change from last week	-25	-8	-12	-12	n/a	n/a
Change from same week 2005	n/a	n/a	-331	-281	n/a	n/a
UP-Pool	n/a	-133	-117	-125	-125	n/a
Change from last week	n/a	-39	-17	-19	n/a	n/a
Change from same week 2005	n/a	n/a	-445	-308	-225	n/a
<u>Shuttle²</u>						
BNSF-GF	-125	-159	-158	-163	n/a	n/a
Change from last week	-206	-184	-156	-63	n/a	n/a
Change from same week 2005	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	-25	-100	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2005	n/a	n/a	n/a	n/a	n/a	n/a

¹Average premium/discount to tariff, \$/car-last week

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

GTR 7 December 28, 2006

²Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

Missing value = n/a; GF = guaranteed freight; Pool = guaranteed pool

Table 7
Tariff Rail Rates for Unit and Shuttle Train Shipments¹

Effective date:	es for Omit and Shu			As % of same	Rate per	Rate per
12/4/2006	Origin region	Destination region	Rate/car	month last year	metric ton	bushel ²
Unit train ¹						
Wheat	Chicago, IL	Albany, NY	\$2,175	117	\$23.97	\$0.65
	Kansas City, MO	Galveston, TX	\$2,120	105	\$23.37	\$0.64
	South Central, KS	Galveston, TX	\$2,650	108	\$29.21	\$0.80
	Minneapolis, MN	Houston, TX	\$3,020	125	\$33.29	\$0.91
	St. Louis, MO	Houston, TX	\$2,560	108	\$28.22	\$0.77
	South Central, ND	Houston, TX	\$4,549	110	\$50.14	\$1.36
	Minneapolis, MN	Portland, OR	\$3,840	100	\$42.33	\$1.15
	South Central, ND	Portland, OR	\$3,840	100	\$42.33	\$1.15
	Northwest, KS	Portland, OR	\$4,590	102	\$50.60	\$1.38
	Chicago, IL	Richmond, VA	\$2,383	110	\$26.27	\$0.71
Corn	Chicago, IL	Baton Rouge, LA	\$2,810	108	\$30.97	\$0.79
	Council Bluffs, IA	Baton Rouge, LA	\$2,670	108	\$29.43	\$0.75
	Kansas City, MO	Dalhart, TX	\$2,904	148	\$32.01	\$0.81
	Minneapolis, MN	Portland, OR	\$3,250	104	\$35.82	\$0.91
	Evansville, IN	Raleigh, NC	\$2,231	114	\$24.59	\$0.62
	Columbus, OH	Raleigh, NC	\$2,120	115	\$23.37	\$0.59
	Council Bluffs, IA	Stockton, CA	\$5,060	140	\$55.78	\$1.42
Soybeans	Chicago, IL	Baton Rouge, LA	\$2,855	108	\$31.47	\$0.86
	Council Bluffs, IA	Baton Rouge, LA	\$2,715	108	\$29.93	\$0.81
	Minneapolis, MN	Portland, OR	\$3,960	110	\$43.65	\$1.19
	Evansville, IN	Raleigh, NC	\$2,231	114	\$24.59	\$0.67
	Chicago, IL	Raleigh, NC	\$2,831	111	\$31.21	\$0.85
Shuttle Train						
Wheat	St. Louis, MO	Houston, TX	\$1,920	105	\$21.16	\$0.58
	Minneapolis, MN	Portland, OR	\$3,540	97	\$39.02	\$1.06
Corn	Fremont, NE	Houston, TX	\$2,268	98	\$25.00	\$0.64
	Minneapolis, MN	Portland, OR	\$3,168	105	\$34.92	\$0.89
Soybeans	Council Bluffs, IA	Houston, TX	\$2,412	100	\$26.59	\$0.72
-	Minneapolis, MN	Portland, OR	\$3,303	104	\$36.41	\$0.99

¹A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

²Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Table 8
Tariff Rail Rates for U.S. Bulk Grain Shipments to U.S.-Mexico Border Crossings

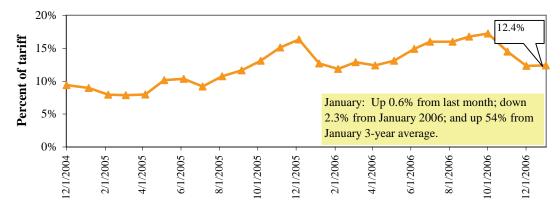
Effective date:		U.S. Duik Grain	ompinents		As % of	Crossings	
Effective date:		DJ	T	Tr:ee		D-4	D-4
~	Origin	Border	Train	Tariff	same month	Rate per	Rate per
Commodity	state	crossing region	size1	rate ²	last year	metric ton	bushel ³
Wheat	KS	Brownsville, TX	Shuttle	\$2,959	104	\$30.23	\$0.82
	ND	Eagle Pass, TX	Unit	\$4,474	112	\$45.71	\$1.24
	OK	El Paso, TX	Shuttle	\$2,235	100	\$22.84	\$0.62
	OK	El Paso, TX	Unit	\$2,540	104	\$25.95	\$0.71
	AR	Laredo, TX	Unit	\$2,600	109	\$26.57	\$0.72
	IL	Laredo, TX	Unit	\$3,405	107	\$34.79	\$0.95
	MT	Laredo, TX	Shuttle	\$3,980	93	\$40.67	\$1.11
	TX	Laredo, TX	Shuttle	\$2,274	105	\$23.23	\$0.63
	MO	Laredo, TX	Shuttle	\$2,840	104	\$29.02	\$0.79
	WI	Laredo, TX	Unit	\$3,623	106	\$37.02	\$1.01
Corn	NE	Brownsville, TX	Shuttle	\$3,761	117	\$38.43	\$0.98
	NE	Brownsville, TX	Unit	\$4,001\4	110	\$40.88	\$1.04
	IA	Eagle Pass, TX	Unit	\$3,991	116	\$40.78	\$1.03
	MO	Eagle Pass, TX	Shuttle	\$3,850\4	127	\$39.34	\$1.00
	NE	Eagle Pass, TX	Shuttle	\$4,250\\^4	118	\$41.52	\$1.05
	IA	Laredo, TX	Shuttle	\$3,915	116	\$40.00	\$1.02
Soybean	IA	Brownsville, TX	Shuttle	\$3,537	118	\$36.14	\$0.98
	MN	Brownsville, TX	Shuttle	\$3,718	123	\$37.99	\$1.03
	NE	Brownsville, TX	Shuttle	\$3,345	120	\$34.18	\$0.93
	NE	Eagle Pass, TX	Shuttle	\$3,422	119	\$34.96	\$0.95
	IA	Laredo, TX	Unit	\$3,575	118	\$36.53	\$0.99

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

Sources: www.bnsf.com, www.uprr.com

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹



¹ Weighted by each Class I railroad's proportion of grain traffic for the prior year.

 $Sources:\ www.bnsf.com,\ www.cn.ca,\ www8.cpr.ca,\ www.csx.com,\ www.kcsi.com,\ www.nscorp.com,\ www.uprr.com$

²Rates are based upon published tariff rates for high-capacity rail cars.

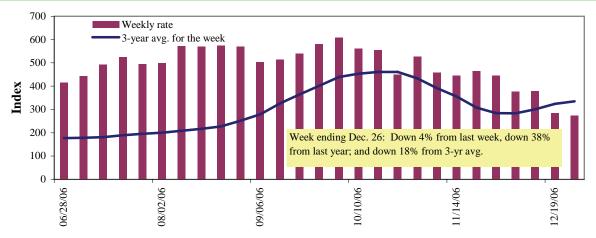
³Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

 $^{^4}$ High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

Barge Transportation

Figure 8

Illinois River Barge Rate Index - Quotes^{1,2}



¹ Index = percent of tariff rate; ²4-week moving average for the 3-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Rate Quotes: Southbound Barge Freight
Twin Mid- Illino

		Twin	Mid-	Illinois			Lower	Cairo-
		Cities	Mississippi	River	St. Louis	Cincinnati	Ohio	Memphis
Index ¹	12/26/2006	n/a	290	274	212	243	243	189
Hucx	12/19/2006			285	212	247	246	
	12/19/2000	n/a	328	283	213	247	240	193
\$/ton	12/26/2006	n/a	15.43	12.71	8.46	11.40	9.82	5.93
	12/19/2006	n/a	17.45	13.22	8.50	11.58	9.94	6.06
Current	t week % change fr	om the sam	e week:					
	Last year	n/a	n/a	-38	-47	-39	-38	-46
	3-year avg. ²	n/a	n/a	-18	-26	-15	-16	-25
Index	January	n/a	n/a	328	239	258	258	212
	March	n/a	n/a	328	264	271	271	231

¹Index = percent of tariff, based on 1976 tariff benchmark rate; ²4-week moving average.

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:

(Index * 1976 tariff benchmark rate per ton)/100

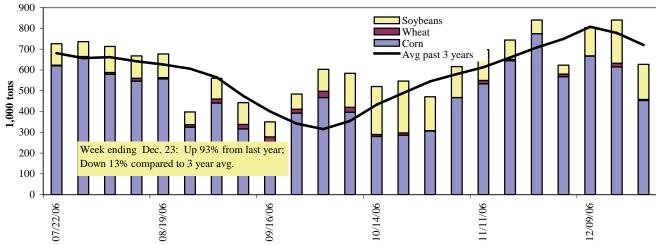
Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9 **Benchmark tariff rates**



Figure 10

Barge Movements on the Mississippi River¹ (Locks 27 - Granite City, IL)



¹ The 3-year average is a 4-week moving average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 10 **Barge Grain Movements (1.000 tons)**

Week ending 12/23/2006	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	5	0	5
Winfield, MO (L25)	82	2	44	0	127
Alton, IL (L26)	428	5	144	0	578
Granite City, IL (L27)	453	5	169	0	626
Illinois River (L8)	293	3	84	0	380
Ohio River (L52)	71	3	51	0	125
Arkansas River (L1)	0	0	6	12	17
Weekly total - 2006	524	8	225	12	768
Weekly total - 2005	397	23	151	15	586
2006 YTD ¹	27,084	1,427	7,529	710	36,750
2005 YTD	23,288	1,600	7,103	710	32,701
2006 as % of 2005 YTD	116	89	106	100	112
Last 4 weeks as % of 2005 ²	126	89	149	89	129
Total 2005	23,761	1,620	7,276	731	33,388

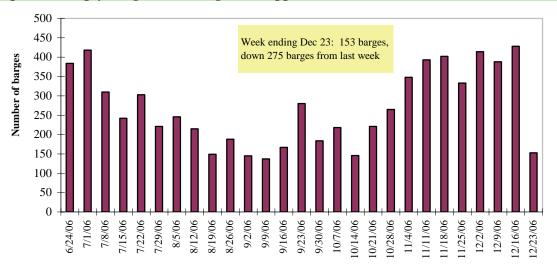
Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

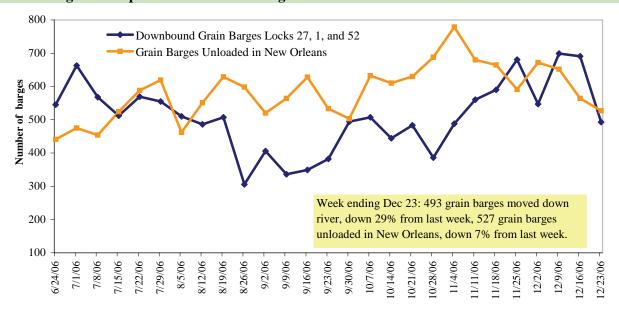
² As a percent of same period in 2005.

Figure 11 **Upbound Empty Barges Transiting Mississippi River Lock 27**



Source: Army Corps of Engineers

Figure 12 **Grain Barges for Export in New Orleans Region**



Source: Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 11

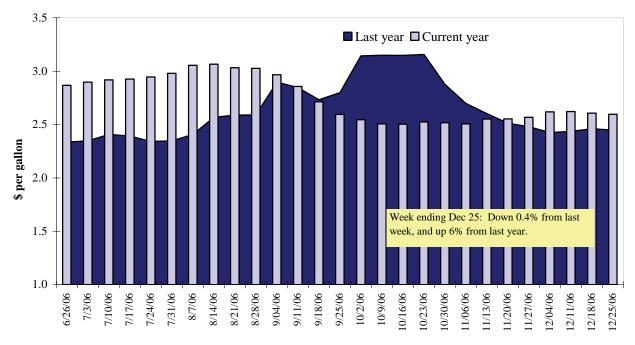
Retail on-Highway Diesel Prices¹. Week Ending 12/25/06 (US\$/gallon)

			Chang	e from
Region	Location	Price	Week ago	Year ago
I	East Coast	2.587	-0.012	0.106
	New England	2.737	0.007	0.094
	Central Atlantic	2.710	-0.012	0.111
	Lower Atlantic	2.520	-0.015	0.104
II	Midwest ¹	2.550	-0.005	0.130
III	Gulf Coast ²	2.514	-0.005	0.093
IV	Rocky Mountain	2.713	-0.003	0.303
V	West Coast	2.856	-0.031	0.333
	California	2.885	-0.032	0.342
Total	II S	2 596	-0.010	0.148

¹Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13 **Weekly Diesel Fuel Prices, U.S. Average**



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

²Same as North Central

³Same as South Central

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

Wheat						Corn	Soybeans	Total	
Week ending ¹	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances									
12/14/2006	1,673	532	1,234	1,026	103	4,568	11,855	7,011	23,434
This week year ago	2,868	279	1,139	800	30	5,116	7,037	4,004	16,157
Cumulative exports-crop year ²									
2006/07 YTD	2,991	1,976	3,548	2,590	514	11,619	16,796	11,545	39,960
2005/06 YTD	5,932	1,207	4,556	2,309	480	14,484	14,130	9,632	38,246
YTD 2006/07 as % of 2005/06	50	164	78	112	107	80	119	120	104
Last 4 wks as % of same period 2005/06	57	179	106	127	452	88	165	177	144
2005/06 Total	10,459	2,037	7,244	4,159	930	24,828	54,354	25,570	104,752
2004/05 Total	9,407	3,217	8,083	4,773	686	26,166	44,953	29,878	100,997

¹ Current unshipped export sales to date

Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13 **Top 5 Importers**¹ **of U.S. Corn**

Week ending 12/14/06	Total Commitments ²		% change	Exports ³
	2006/07	2005/06	current CY	
Crop Year (CY)	Current CY	Last CY	from last CY	2005/06
	- 1,000 n	nt -		- 1,000 mt -
Japan	7,913	7,314	8	16,474
Mexico	4,932	3,018	63	6,653
Korea	2,250	1,122	101	5,573
Taiwan	2,299	2,277	1	4,951
Egypt	1,230	1,412	(13)	4,298
Top 5 importers	18,624	15,142	23	37,949
Total US corn export sales	28,651	21,168	35	_
Top 5 importers' share of				
U.S. corn export sales ⁴	65%	72%		
USDA forecast, Dec. 2006	55,880	54,610	2	
Corn Use for Ethanol USDA				
forecast, Dec. 2006	54,610	40,640	34	

⁽n) indicates negative number.

² Shipped export sales to date, new crop year now in efect for wheat, corn, and soybeans

¹Based on FAS 20005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

²Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

 $^{^3}$ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

⁴ Not included - FAS Daily Export Sales Press Releases: Unknown--116,000 mt on 12/18.

Table 14 **Top 5 Importers**¹ of U.S. Soybeans

Week ending 12/14/06	Total Comn	nitments ²	% change	Exports ³
	2006/07	2005/06	current CY	
Crop Year (CY)	Current CY	Last CY	from last CY	2005/06
	- 1,000) mt -		- 1,000 mt -
China ⁴	7,648	5,417	41	9,706
Mexico	1,570	1,532	3	3,594
Japan	1,650	1,455	13	3,019
EU-25	1,807	1,006	80	2,123
Taiwan	1,004	885	13	1,850
Top 5 importers	13,679	10,295	33	20,292
Total US soybean export sales	18,556	13,636	36	
Top 5 importers' share of U.S.				
soybean export sales	74%	75%		
USDA forecast, Dec. 2006	31,160	25,800	21	

⁽n) indicates negative number.

Table 15 **Top 10 Importers**¹ of All U.S. Wheat

Week ending 12/14/06	Total Commi	itments ²	% change	Exports ³
	2006/07	2005/06	current CY	
Crop Year (CY)	Current CY	Last CY	from last CY	2005/06
	- 1,	,000 mt -		- 1,000 mt -
Nigeria	1,580	2,477	(36)	3,098
Japan	2,246	2,165	4	3,061
Mexico	1,459	1,810	(19)	2,625
Iraq	700	2,132	(67)	1,237
Philippines	1,409	1,283	10	1,878
Egypt	1,454	991	47	1,952
Korea, South	855	814	5	1,191
Venezuela	528	727	(27)	1,085
Taiwan	536	688	(22)	953
Italy	444	635	(30)	748
Top 10 importers	11,210	13,721	(18)	17,827
Total US wheat export sales	16,187	19,600	(17)	
Top 10 importers' share of			. ,	
U.S. wheat export sales	69%	70%		
USDA forecast, Dec. 2006	24,490	27,460	(11)	

⁽n) indicates negative number.

 $^{^{1}}$ Based on FAS 2004/05 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

²Cumulative Exports (shipped) + Outstanding Sales (unshipped).

 $^{^3}$ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

⁴ Not included - FAS Daily Export Sales Press Releases: Soybean Sales to China: 110,000 mt on 12/19; 120,000 mt on 12/21.

¹Based on FAS 2005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

²Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

 $^{^3}$ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16 Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

1	1		6 ()-	1			1
Port	Week ending	g		2006 YTD as	Last 4-wee	eks as % of	Total ¹
regions	12/21/06	2006 YTD ¹	2005 YTD ¹	% of 2005 YTD	2005	3-yr. avg.	2005
Pacific Northwest							
Wheat	249	10,813	10,650	102	106	132	10,801
Corn	114	9,336	9,896	94	81	87	10,130
Soybeans	286	5,911	6,169	96	104	119	6,225
Total	649	26,059	26,715	98	97	112	27,156
Mississippi Gulf							
Wheat	28	4,059	4,605	88	62	57	4,643
Corn	526	34,835	27,696	126	99	90	28,202
Soybeans	456	15,767	14,529	109	128	97	14,793
Total	1,010	54,661	46,831	117	107	91	47,638
Texas Gulf							
Wheat	70	4,956	7,671	65	39	49	7,743
Corn	84	2,970	812	366	376	449	812
Soybeans	0	145	36	402	195	226	36
Total	155	8,072	8,519	95	76	95	8,591
Great Lakes							
Wheat	20	1,313	2,067	64	23	27	2,067
Corn	10	1,647	786	210	72	104	796
Soybeans	42	1,064	828	128	125	81	828
Total	72	4,024	3,681	109	58	62	3,691
Atlantic							
Wheat	0	662	301	220	n/a	438	301
Corn	1	672	245	274	31	61	249
Soybeans	26	492	778	63	79	75	801
Total	27	1,826	1,325	138	82	75	1,352
U.S. total from ports							
Wheat	367	21,803	25,295	86	68	81	25,556
Corn	736	49,461	39,435	125	100	97	40,189
Soybeans	810	23,378	22,341	105	120	99	22,683
Total	1,912	94,642	87,071	109	97	94	88,428
¹ Includes weekly revisions					·		

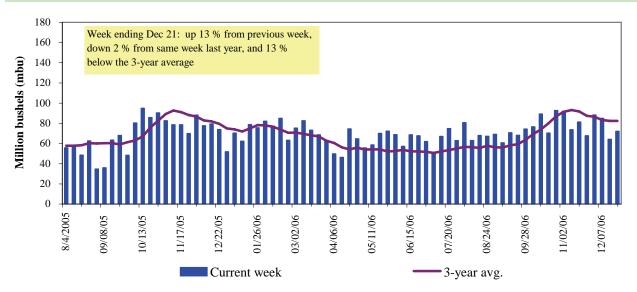
Includes weekly revisions

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 49 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2005.

² Total includes only port regions shown above

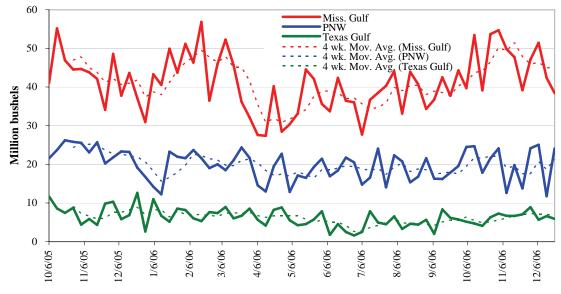
Figure 14
U.S. grain inspected for export (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15
Weekly U.S. Grain Inspections: U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Dec. 21: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 9	down 12	down 10	up 107
Last year (same week)	up 4	down 53	down 11	up 26
3-yr avg. (4-wk mov. avg)	down 22	down 18	down 22	up 27

Ocean Transportation

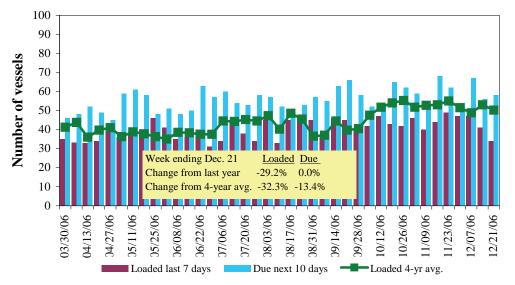
Table 17

Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		G 10	·	Pacific	Vancouver
		Gulf		Northwest	B.C.
		Loaded	Due next		
Date	In port	7-days	10-days	In port	In port
12/21/2006	32	34	58	11	9
12/14/2006	30	41	56	6	7
2005 range	(1157)	(1056)	(1876)	(216)	(017)
2005 avg.	27	39	53	9	7

Source: Transportation & Marketing Programs/AMS/USDA

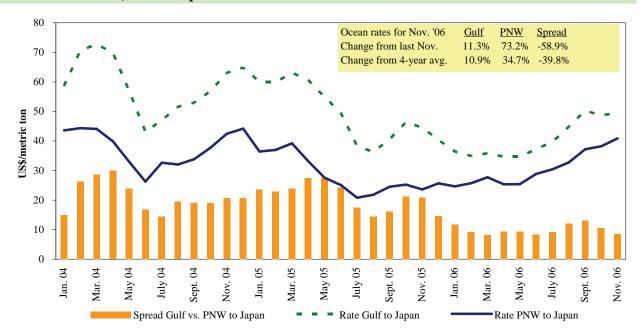
Figure 16
U.S. Gulf¹ Vessel Loading Activity, 2005/06



 $Source: Transportation \ \& \ Marketing \ Programs/AMS/USDA$

¹U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17 **Grain Vessel Rates, U.S. to Japan**



Source: Baltic Exchange (www.balticexchange.com)

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 12/23/06

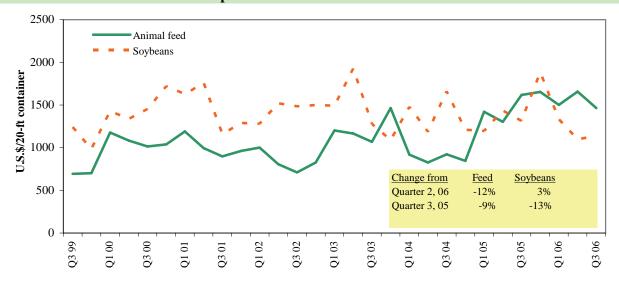
Export	Import	Grain	Loading	Volume loads	Freight rate
region	region	types	date	(metric tons)	(US\$/metric ton)
U.S. Gulf	Japan	Hvy Grain	Nov1/15	54,000	50.50
U.S. Gulf	Japan	Hvy Grain	Nov1/15	54,000	50.25
U.S. Gulf	Japan	Hvy Grain	Nov 4/11	54,000	49.50
U.S. Gulf	China	Hvy Grain	Nov 15/20	55,000	46.00
U.S. Gulf	China	Hvy Grain	Oct 15/20	55,000	49.00
U.S. Gulf	Egypt	Hvy Grain	Oct 10/20	60,000	33.50
U.S. Gulf	Sudan/Kenya ¹	Sorghum	Nov 6/16	46,530	92.40
U.S. Gulf	Algeria	Maize	Dec 1/2	25,000	35.25
St. Lawrence	Morroco	Hvy Grain	Nov 25/Dec 5	25,000	32.00
Romania	Portugal	Hvy Grain	Nov 20/30	20,000	25.00
Canada	China	Barley	Sept 15/25	50,000	39.75
France	India	Grain	Oct 15/30	60,000	26.00
River Plate	Algeria	Corn	Nov 2/7	30,000	46.50
River Plate	Algeria	Soybean Meal	Sept 29/30	25,000	52.00
River Plate	Algeria	Corn	Oct 10/18	25,000	47.00

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

¹75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 18
Ocean Rates¹ for Containerized Shipments to Selected Asian Countries



¹Rates are weighted by shipping line market share and destination country.

Countries include: Animal Feed: Busan-Korea (9%), Kaohsiung-Taiwan (48%), Tokyo-Japan (19%), Hong Kong (13%), Bangkok-Thailand (10%) and soybeans: Busan-Korea (0%), Kaohsiung-Taiwan (98%), Tokyo-Japan (2%)

Source: Ocean Rate Bulletin, Quarter 3, 2006, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2005, containers were used to transport 4 percent of total U.S. grain exported, and 5 percent of total U.S. grain exported to Asia.

Figure 19 **Monthly Shipments of Containerized Grain to Asia**



Source: Port Import Export Reporting Service (PIERS), Journal of Commerce

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Agricultural Container Indicators Ocean Rate Bulletin http://www.ams.usda.gov/tmd2/agci/http://www.ams.usda.gov/tmd/Ocean/index.asp

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